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C-O-N-F-I-D-E-N-T-I-A-L INFORMATION REPORT		This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.	
PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		REPORT NO. 25X1A	
COUNTRY Poland		DATE DISTRIBUTED 22 Sept 55	
SUBJECT Port Information: Stettin ONI review(s) completed. 25X1A		NO. OF PAGES 4 NO. OF ENCLS.	
PLACE ACQUIRED (By source) 25X1A		SUPPLEMENT TO REPORT # 25X	
DATE ACQUIRED (By source) 25X1C		RESPONSIVE TO	
DATE OF INFORMATION (Date or dates, on or between which, events or conditions described in report existed)			
THIS IS UNEVALUATED INFORMATION			
SOURCE 25X1X			
<p>2. <u>Alphabetical Designators.</u> In connection with information contained herein specific points of interest are noted on photostatic copy of HO Chart No 4925 and referred to in this report by the following alphabetical designators:</p> <ul style="list-style-type: none"> A. Anchorage; pilot aboard B. Wrecks C. Course line of approach and departure through inner channels at subject port D. Pilot dropped, departing E. Berth No 1 F. Berth No 2 G. "Benzol factory" H. Approximate area of tank farm I. Area where naval craft observed J. Merchant freighter of Polish registry, unloading ore. <p>3. <u>Approaches and Pilot Data.</u> Vessel 25X1 visited subject port arrived off Swinemunde 060420A May 55 and anchored at outer port anchorage, designator A, 0720A hours same date. Vessel had radioed ETA 24 hours in advance of arrival. 25X1 no changes in hydrographic information from that shown on HO Chart No 4925 and confirmed the presence of two wrecks, as indicated by designator B. Pilot came aboard 1320A hours same date from a pilot boat described as a tug flying the pilot flag; pilot provided good service, could speak English, and was accompanied aboard by two men, one of which was armed with a pistol. Vessel departed anchorage 061410A May 55 and proceeded through regular channels to Stettin, where course line of arrival and departure is indicated by designator C. Designator E indicates vessel's first berth, where vessel moored 061915A May 55 and loaded about 7-800 metric tons benzol;</p>			
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designator F indicates vessel's second berth, where vessel shifted and moored 071930A May 55 and completed cargo operations 081000A May 55 after loading about 16-1700 metric tons benzol. Vessel departed second berth, designator F, 081540A May 55 with pilot aboard, returned through inner channels, as indicated by course line designator C, followed regular channels to Swinemunde, and dropped pilot at position indicated by designator D. Pilot departed vessel 081922 May 55. Source described weather conditions during dates of call as: "Good weather, with temperatures averaging 45-46° Fahrenheit and a low temperature of about 39° Fahrenheit."

- 25X1
4. Anchorage. [] confirmed presence and location of two wrecks, designator B, but was unable to provide further information concerning outer port anchorage in addition to information contained in widely available current charts and publications.

- 25X1
5. Harbor. [] was unable to provide information concerning subject port harbor in addition to information contained in widely available current charts and publications.

6. Controls. Boarding party, consisting of about 15 men, a small number of which were armed with pistols, came aboard 061915A May 55 on arrival at berth, designator E, and departed 2130A hours same date, after conducting a normal inspection and search. Crew members were mustered in quarters during search. Items secured included vessel's radio, binoculars, cameras, and flares; items present aboard but not secured included navigational radar, sextant, provisions, and various personal items such as cigarettes and liquor. Boarding and search were described as "thorough." Surveillance while at berths consisted of one man wearing green uniform and cap and armed with machine gun, stationed at gangway for rotating four-hour watches and one man (or woman) wearing blue uniform and cap and armed with carbine, stationed on patrol about 50-60 yards distance from gangway on shore, also for rotating four-hour watches. Vessel detected no other vessels or craft conducting surveillance while underway during approach and departure at subject port. Crew members did not possess seamen's books during call at subject port; for that reason no crew members were permitted to go ashore. Prior to departure 8 May 55 small boarding party came aboard 1500A hours and departed 1540A hours same date.

7. Harbor Craft Source described harbor craft as "medium-sized," coal-fired steam tugs, of which one was used as a pilot boat, two were used to assist vessel to back from first berth, designator E, to second berth, designator F, and two were used to assist vessel to get away from berth and through inner channel when departing. A number of other miscellaneous small craft were present about the harbor, but source had no opportunity to observe such craft.

8. Berths. Vessel loaded cargo at each of two berths while calling subject port--about 7-800 metric tons of benzol at berth indicated by designator E, and about 16-1700 metric tons of benzol at berth indicated by designator F. Source could give only approximate description of berths and surrounding area. Source furnished a diagram indicating each of two berths, designators E and F, as well as a "benzol factory," tank farm, and location of another merchant vessel transferring an ore cargo to lighters. Subsequent paragraphs of this report will discuss the "benzol factory," tank farm, and ore cargo operations. Source was unable to recall details concerning berths but gave best recollection of characteristics of berths as follows: no off-shore wharf or loading platform was present at berths and vessel moored alongside channel bank by securing lines fore and aft to dolphins; about three six-inch pipelines were present at first berth, designator E, and only one six-inch pipeline was present at second berth, designator F; small fresh water lines, primarily for fire protection, were present at each of the two berths. Cargo operations began 071330A May 55 at first berth; vessel shifted to second berth about 1930A hours same date. Cargo operations were completed 081000A May 55 at second berth.

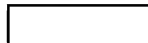
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25X1

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9. Construction. [] did not note the presence of any new construction in or about subject port harbor area.
- 25X1 10. Naval Installations. [] did not note details of any naval installations in existence in subject port area except to note the presence of the permanent naval base at Swinemunde; source was unable to give description of naval base.
- 25X1 11. Shipbuilding and Ship Repair. [] did not observe any ships under construction or repair in subject port area. Source also did not recall the presence of any ways or facilities for shipbuilding or repair.
- 25X1 12. Petroleum. As shown on diagram, [] identified a "benzol factory" and tank farm; concerning tank farm source was somewhat uncertain of exact location and was unable to estimate numbers or sizes of storage tanks because of a high bank which obstructed vision. [] was also unable to estimate production or other pertinent information concerning "benzol factory," could not confirm presence of railroad tracks or stockpiles of coal in area and could not state the purpose or use of the "factory" building.
- 25X1 13. Grain. [] noted no grain-handling installations or cargo operations during dates of call at subject port.
- 25X1X 14. Coal. [] noted no coaling installations or cargo operations during dates of call at subject port.
15. Naval Craft. Designator I indicates berthing area adjacent to naval base at Swinemunde where source noted a number of naval craft; exact locations and manner of berthing or mooring not recalled. Naval craft were described as: about 12 PT resembling US "78° Higgins" Class; about four-five craft which source believed were PT but which were somewhat larger than PT described above and which source could not identify; about 7-10 naval tugs, described as "average tug." [] on naval craft observed, could not describe armament except for the general recollection that many of the naval craft probably mounted antiaircraft guns and that all were painted navy gray.
16. Merchant Shipping. [] specifically noted only one merchant vessel in subject port but stated that a number of merchant vessels were present in areas of the port which source was unable to observe. Designator J indicates merchant freighter of Polish registry, roughly five-eight thousand gross tons, name not recalled; vessel was unloading iron ore, as shown by diagram, to lighters; vessel was present throughout dates of source's call at subject port. [] also reported sighting numbers of fishing craft in coastal waters northwest of Swinemunde; numbers of fishing craft were not estimated, but fishing craft were described as motor launches of various types, all painted yellow.
17. Shore Activities of Naval or Merchant Marine Personnel. [] was unable to provide information concerning shore activities of naval or merchant marine personnel, since crew members of source's vessel of call were not permitted to go ashore.
18. Miscellaneous. [] did not observe any indications of troop movements, saw no aircraft, and was unable to provide other information concerning industrial plants, military defenses, or personnel.

[On file in CIA Library are photostatic copy of HO Chart No 4925 with appropriate alphabetical designators and diagram of wharf area referred to in paragraphs 8 and 12 of the foregoing report, CONFIDENTIAL.]

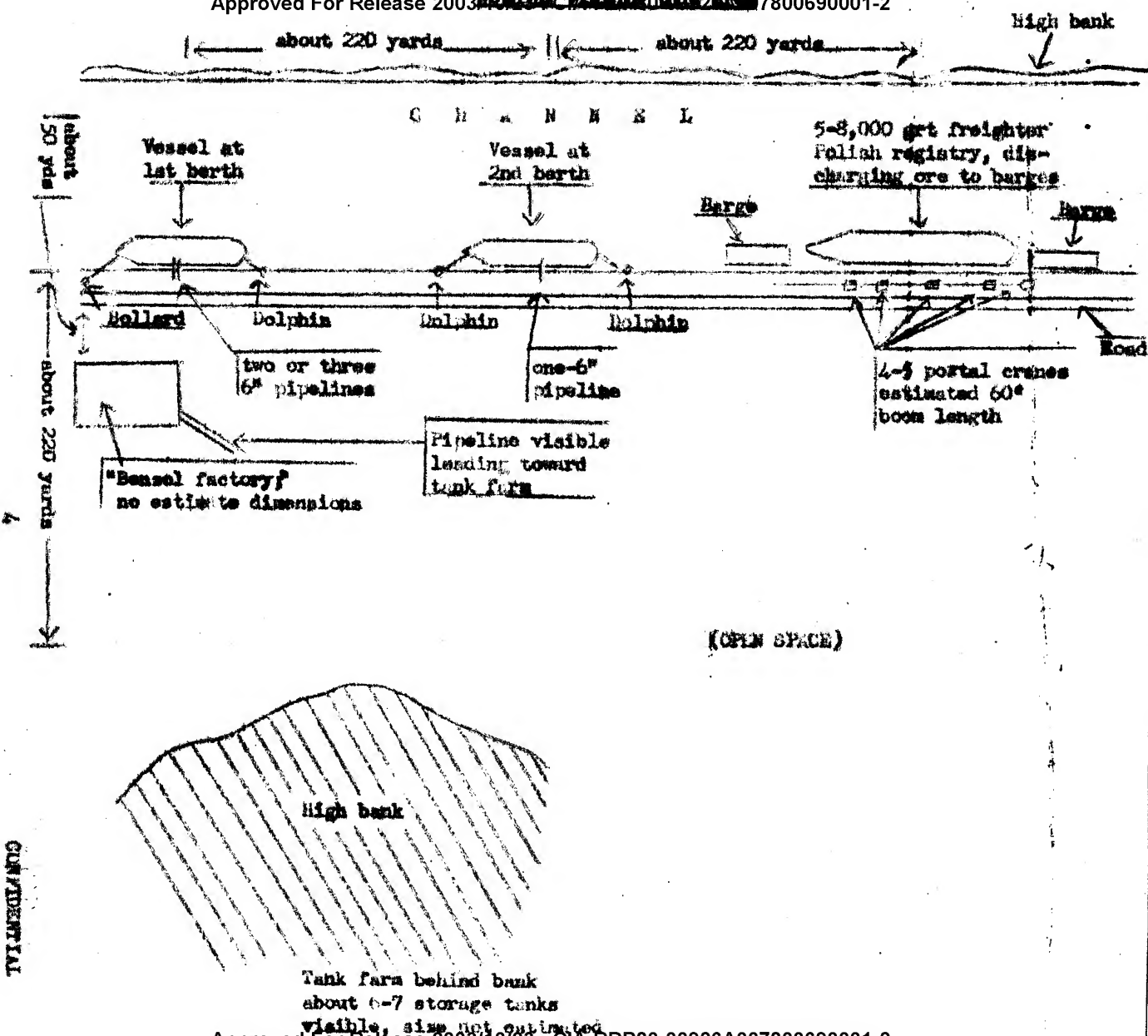
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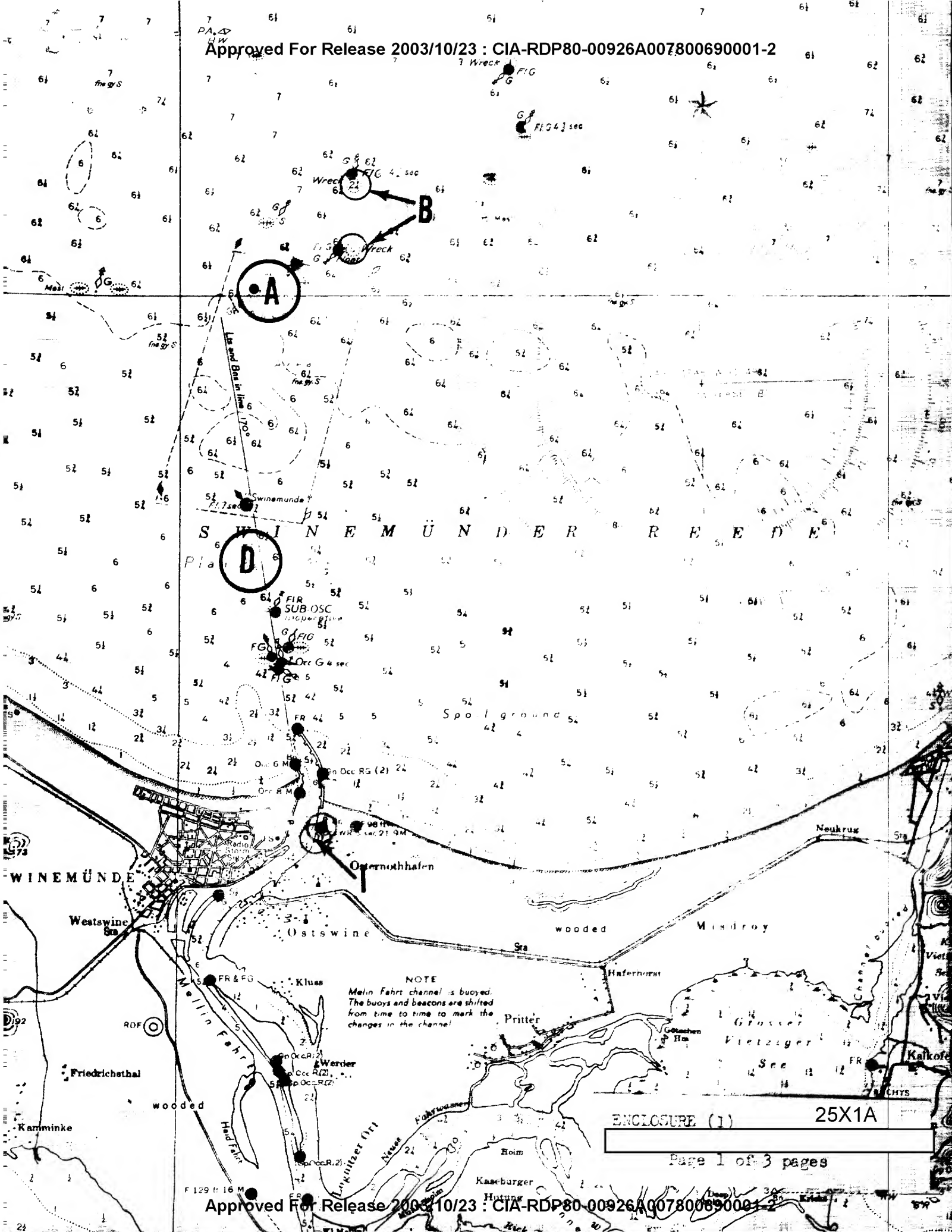
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ENCLOSURE (1)

25X1A

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ATLANTIC SEA MANY MILES TO AND STETTIN

Charts of 1904 and 1912
Editions to 1947

IN FATHOMS
Relative to Mean Sea Level

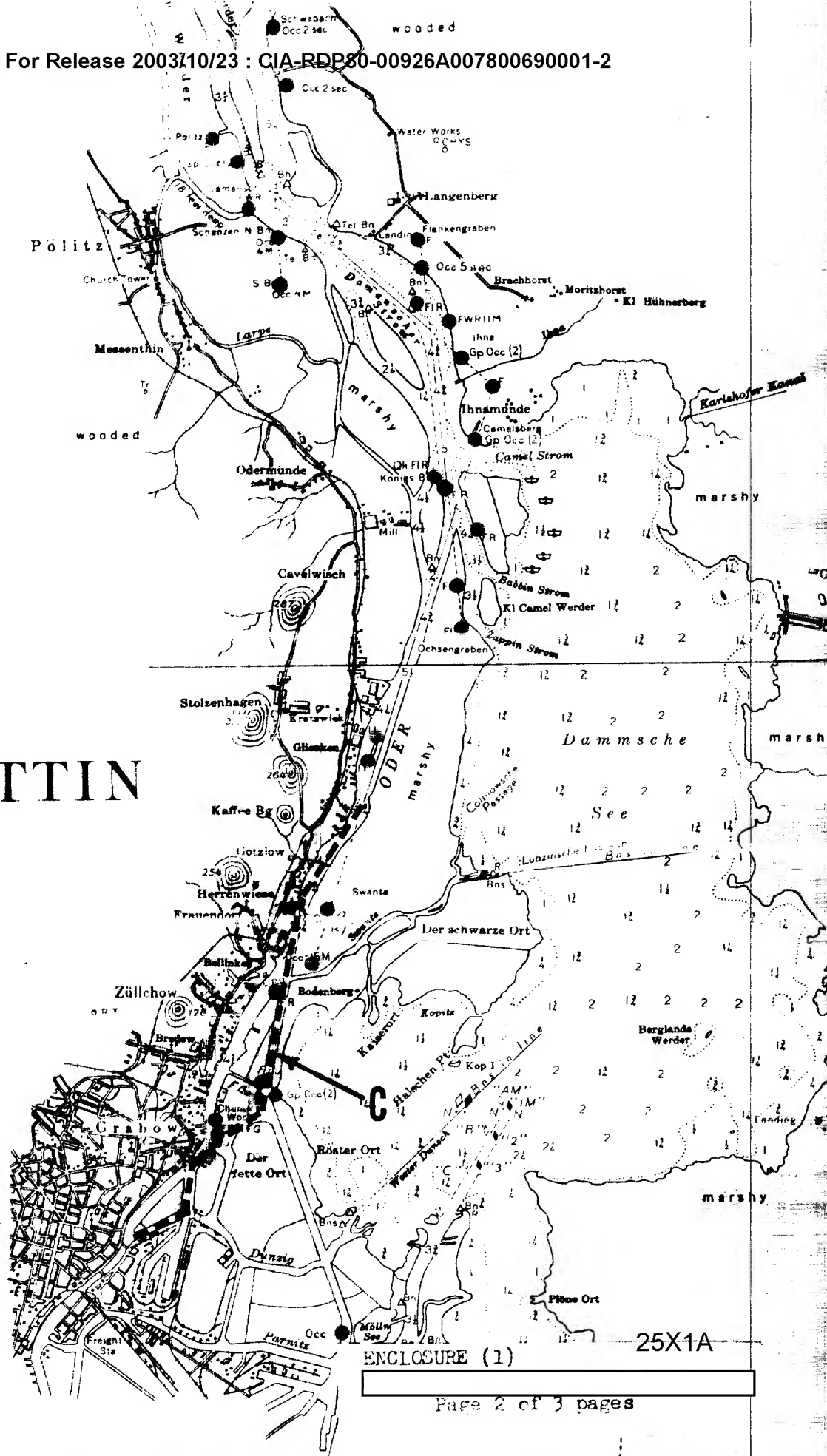
ABOVE MEAN SEA LEVEL

For details, see H. O. Chart No. 1

PROJECTION
75,410 at Lat. 53°40'

CAUTION
Presence of cables, anchoring
prohibited within the area
indicated by magenta lines

STETTIN
(Plan B)



ENCLOSURE (1)

25X1A

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ENCLOSURE (1)
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